

**CITY OF SCOTTSDALE TRANSPORTATION COMMISSION  
REGULAR MEETING  
THURSDAY, JANUARY 15, 2004  
CITY HALL KIVA  
3939 Drinkwater Boulevard, Scottsdale, Arizona 85251**

Present: Brian Davis, Commissioner  
Mark Gilliland, Vice Chair  
David Hill, Commissioner  
Vivian Johnson, Commissioner  
Kelly McCall, Commissioner  
Mark Melnychenko, Chairman

Absent: John Rooney, Commissioner

Staff Present: Rose Arballo  
Walt Brodzinski  
Harriett Fortner  
Michelle Korf  
John Little  
Dave Meinhart  
Janet Secor

Others Present: Bruce Wall, Citizen and Neighborhood Resources

**1. CHAIRMAN MELNYCHENKO CALLED THE REGULAR MEETING TO ORDER AT 6:03 P.M.**

**2. SECRETARY FORTNER CALLED THE ROLL**

All Commissioners, except Commissioner Rooney were present.

**3. APPROVAL OF MINUTES OF NOVEMBER 20, 2003**

**COMMISSIONER JOHNSON MOTIONED TO APPROVE THE TRANSPORTATION COMMISSION REGULAR MEETING MINUTES OF NOVEMBER 20, 2003. COMMISSIONER HILL SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY, 6-0.**

**4. ITEMS FROM THE FLOOR**

None.

**5. FY 04/05 – 08/09 CAPITAL IMPROVEMENT PROGRAM (CIP)**

Mr. Meinhart reviewed the proposed one-year and five-year Capital Improvement Program (CIP) per our charter for the Commission.

Summarizing the \$292M budget for the five-year program:

- Major Streets and Intersections - \$195M or about 66%.
- Transit - \$69M or about 25%.
- Traffic Management/Intelligent Transportation Systems - \$28M or about 9%.

Funding for the program comes from a number of sources.

- Our primary source, or nearly 50%, comes from bond elections (a combination of the more recent Bond 2000 and some of the 1989 bond funds are being used for the Scottsdale Road corridor).
- The .2% privilege sales tax provides about 33% of our revenue.
- Approximately 10% comes from grants.
- The remainder comes from a combination of contributions from private development and the general fund.

Major Street and Intersection projects being proposed within the five-year plan:

- Scottsdale Road
- Hayden Road
- Frank Lloyd Wright (FLW) corridor
- Thompson Peak Parkway

Projects with construction either initiated or completed this current calendar year:

- Scottsdale Road from Indian Bend to McCormick Parkway and McCormick Parkway north to Gold Dust Avenue.
- Camelback Road from 64<sup>th</sup> Street to 66<sup>th</sup> Street.
- 96<sup>th</sup> Street from Shea north to Sweetwater.
- Hayden Road from the Loop 101 Freeway north to Thompson Peak Parkway.
- Improvements on Union Hills Drive from Scottsdale Road east to 74<sup>th</sup> Street at the southern end of the new Stacked 40's development.

Projects beginning in 2005:

- McDonald Drive from Scottsdale Road to 78<sup>th</sup> Street and the Hayden/McDonald intersection.
- Hayden/Via De Ventura intersection; we are currently working with Maricopa Association of Governments (MAG) to use federal grant money on this intersection.
- Intersection improvements on Shea Boulevard at both 90<sup>th</sup> and 92<sup>nd</sup> Streets.
- Hayden Road from Cactus Road north to Redfield that includes intersection improvements at both Cactus and Redfield.
- The Cactus Road corridor from the Freeway east to Frank Lloyd Wright Boulevard (FLW). This corridor will most likely be done in phases, to be determined at a later date.
- Completing a six-lane cross-section on Scottsdale Road from FLW north to Thompson Peak Parkway.

Transit and Bikeway improvements in the five-year plan include:

- A Transit Center in the Mustang Library vicinity.
- A Park and Ride lot in the general vicinity of Loop 101 and Hayden Road.
- Two or three parking structures in the downtown area.
- A proposed Powerline Path from the Ice Den on Bell Road north to the Grayhawk neighborhood.
- Completing the Upper Camelback Walk Path system, which at present stops at Shea and 92<sup>nd</sup> and starts again at 96<sup>th</sup> and Redfield.
- Pima Path System, one section from Inner Circle north to Via De Ventura is under construction and a section from Via De Ventura north to Via Linda is in final design.
- Widening Indian Bend Wash Path system at some of the higher volume locations.
- Two path bridges, one over Via Linda on the Pima Path system and the other on the 82<sup>nd</sup> Street alignment at the Arizona Canal just east of Hayden.

General Improvement Summary:

1. Streets:
  - 45 new travel lane miles.
  - 71 miles of improved travel lanes.
  - 34 major intersection improvements.
  - 20-25 additional smaller right or left turn lane intersection improvements.
2. Transit:
  - 1 transit center; 1 park-and-ride lot.
  - 8-10 bus pullouts per year.
  - 20-25 bus shelters every other year (going to construction on 40 this spring).
  - 16 miles of path improvements.
  - 22 new miles of bike lanes.
  - 2-3 downtown parking lots.

3. Traffic:
  - 12-15 ITS intersection improvements per year.
  - 2-3 neighborhood-calming projects per year.

Commissioner Johnson asked if there would be room in the future for a transit center at the Northsight that is planned for bus parking. Mr. Meinhart stated the location is north of Raintree Drive west of the Pima Freeway and that will be assessed as part of the location study and preliminary design process.

Chairman Melnychenko asked if the street and sidewalk improvements on 96<sup>th</sup> Street between Shea and Sweetwater would be phased. Mr. Meinhart stated the 96<sup>th</sup> Street project is being bid in one package. As the bids come in, the contractors will look at how we structure the actual construction phasing and if there is a need to break it out. It is a lengthy corridor and the Capital Project Management group, working with Transportation, will decide once the bids are in. This project is rapidly coming to the conclusion of its design and will be advertised for bids within the next couple of months.

**COMMISSIONER JOHNSON MOTIONED THAT THE COMMISSION RECOMMEND THE PROPOSED ONE-YEAR AND FIVE-YEAR CAPITAL IMPROVEMENT PLAN TO THE CITY COUNCIL FOR APPROVAL. COMMISSIONER HILL SECONDED THE MOTION, WHICH PASSED UNANIMOUSLY 6-0.**

## **6. SPECIAL EVENTS PLANNING AND COORDINATION**

Mr. Brodzinski gave a brief overview of the transportation and police department roles in coordinating and planning special events that impact traffic. A special event is one that occurs on private or public property that is not a typical use of that space or facility. An example is Mighty Mud Mania that takes place in a city park; that is not a typical use so it requires some additional planning. The normal transportation use for streets is altered or eliminated to allow a special event. The typical special events that occur within the streets are running and walking events, bike rides or races, parades and block parties.

The Special Event Committee is made up of members from:

1. Planning
2. Code Enforcement
3. Risk Management
4. Fire Department
5. Community and Neighborhood Resources (CNR)
6. Mayor's Office
7. Police Department
8. Transportation

Mr. Brodzinski stated the special event committee meets weekly with applicants to present their plan. The applicant is required to submit a barricade plan or a traffic control plan if the event occurs within the street. The application is reviewed and approved by the committee. The transportation and police departments review the traffic portion of the application. If the event encroaches into the street, a barricade plan is part of the submittal. If the event generates a significant amount of traffic we may require a traffic plan, which is different from a barricade plan.

The Barrett-Jackson event does not occur in the street but it generates a lot of traffic, so the organizers are required to submit a traffic plan on how to handle the extra traffic. The police and traffic engineering have the final say on the type and duration of the closures. Mr. Brodzinski and a Sergeant in the special event unit drive the route, review the plans and make changes if necessary.

For implementation of the plan, transportation partners with the police department to determine the time and duration of the restriction. The police department assigns officers to key locations. A traffic signal timing plan is developed; the special event is input into the barricade management system. There are times we will not allow a special event because of conflicting operations.

Transportation and the police utilize the city's Traffic Management Center (TMC) to control the signals. Traffic patterns are observed during the event and timing adjustments are made when necessary. Often staff is out working in the event. Mr. Brodzinski stated he was out in the Rock 'n Roll Marathon watching traffic patterns so when the event occurs next year, staff will know what to do differently, what type of suggestions to make to the organizer, etc.

Typical events that require traffic management are:

- The FBR Open and other large golf events at the Tournament Players Club (TPC)
- Barrett-Jackson and other large events at WestWorld
- The annual Parada Del Sol
- The annual March of Dimes walk
- El Tour de Phoenix bike race and other smaller bike races
- Rock 'n Roll Marathon which we anticipate will be an annual event and other running events

Intelligent Transportation Systems (ITS) operators develop a special signal-timing plan and change the timing for events to happen; such as the Olympic Torch relay and the Rock 'n Roll Marathon. Messages are put on the variable message signs informing citizens about special events.

Commissioner Davis asked about feedback from the Rock 'n Roll Marathon. Mr. Brodzinski stated fewer calls than anticipated were received and information is being compiled.

Commissioner Davis asked how much input traffic engineering normally has on the routing of these events. Mr. Brodzinski stated in the case of the Rock 'n Roll Marathon, the initial request made 18 months ago included a loop that went much further north into Scottsdale. The committee, the police department and transportation made the recommendation that the McDowell route be taken to Hayden Road so less people would be inconvenienced. The lost mileage in Scottsdale was made up in Phoenix.

Chairman Melnychenko asked when special events happened at WestWorld or TPC if a more hands on approach was taken and information given to neighborhoods regarding timing and barricading. Mr. Brodzinski stated the organizers of the larger events are sometimes required to do notification and will partner with the CNR department to develop a direct mail flyer or a door hanger, etc. At times variable message signs are put in place a week before the event to get the message out to citizens. Mr. Brodzinski stated he doesn't think WestWorld does any targeted notification. They have large annual events that have been happening for a number of years and people that live in the area know about them. With freeway access and the frontage road there is usually not much neighborhood traffic.

Chairman Melnychenko asked if residents adjacent to the golf course near the Phoenix Open are informed. Mr. Brodzinski stated the Thunderbirds work closely with the neighborhoods and businesses in the area. The Thunderbirds meet with people working in the area, give them vehicle passes and sometimes event passes. There are very few complaints because of this.

Mr. Little stated all the work Mr. Brodzinski described goes on behind the scenes. The average motorist sees the barricades but does not know what is involved in the special event process. The transportation department thought this was an appropriate presentation at this time, with the Phoenix Open soon and the closures on Loop 101 this weekend preparing for the rubberized asphalt project. Mr. Little wanted the Commission to understand a lot of thought, programming, criteria, data, and meetings go into preparing for these events as well as individual staff time. Mr. Brodzinski was in the box during the Rock 'n Roll Marathon; traffic engineering staff was in the operations center during the Phoenix Open for four straight days; on some occasions like freeway closures, staff spent the night in the TMC. Our greatest achievement is when there is silence after the events; when there are no complaints or phone calls to our office, the Mayor or the Council offices.

Commissioner Hill inquired about traffic counts on the freeway when it is closed compared to weekday traffic counts. Mr. Little answered Arizona Department Of Transportation (ADOT) maintains traffic count information on weekday, peak hour and weekend travel on the freeway system. The information from ADOT shows the average weekday travel is approaching nearly 200,000 vehicles per day.

Chairman Melnychenko asked how that compares to what had been previously projected. Mr. Little stated it's more than had been projected but not sure how much more. That is one of the reasons for meetings with the Commission about the regional transportation plan (RTP). The RTP program being proposed is looking at expanding the freeway capacity to 10 lanes including HOV lanes, carpool lanes and general-purpose lanes.

## **7. POLICE DEPARTMENT'S ROLE IN TRAFFIC CALMING**

Bruce Wall from Citizen and Neighborhood Resources (CNR) gave a brief overview on the Speed Awareness Program he coordinates with the transportation department, police department and CNR. The program has been in existence for approximately six years. Recently the program was changed from five steps to three steps called the 3E approach. The 3E's are Education, Enforcement and Engineering. Each department coordinates their E of the program and Mr. Wall oversees and tracks the database so citizens know exactly where they are in the process.

When citizens call with concerns about speeding in their neighborhood, they want to know what can be done. They must do three out of four options in the first step of the 3E approach:

1. The first option is to have a neighborhood meeting and go through the whole program so citizens know what is going to happen. The police department will be out there to enforce the laws.
2. The next option is to place a speed trailer in the neighborhood. That is the trailer that gives the speed limit and the speed a vehicle is going. The trailer is deployed for five days, they are usually put out on a Monday and retrieved on a Friday; the exception is when a holiday falls on a Monday or a Friday.
3. The next option of the program is citizen radar tracking. Citizens can go to a Neighborhood Resource Center and check out a hand held radar device commonly called radar guns. The device is plugged into a cigarette adapter and cars are checked for speeding. If a vehicle is speeding the license plate, date, time and the speed is written down. This information is turned over to the police department, the driver receives a letter, that states the date, time and speed; and to 'Please slow down, we in Scottsdale care'.
4. The final option is the newest addition to the program called Neighborhood Signs. The signs are 18" x 24" corrugated plastic on an H frame and are picked up from a Neighborhood Resource Center.

The three slogans to choose from are:

1. Slow Down, This Neighborhood Cares
2. Slow Down, Good Neighbors Don't Speed
3. Slow Down, Neighborhood Speed Watch

A few neighborhoods have used the signs. They borrow them for 30 days; they get 10 signs per street and are asked not to put them in the right-of-way. When they finish three of the four options in the education phase they move to the enforcement phase. An e-mail is sent by Mr. Wall to one of the members of the high impact traffic squad requesting assistance. The citizen is called to find out where and when is the worst time they notice speeding in their neighborhood. A member of the squad goes out during that time to see if a problem exists. If there is a problem, the citizens call back in, state they want to proceed to the engineering part of the program and a traffic calming interest form is mailed. This is a form 10 neighbors sign asking the city to do a study of their street. After Mr. Wall receives the signed form it is forwarded to George Williams in Traffic Engineering. The speed awareness part of the program has been completed. The transportation department now considers whether to use speed humps, traffic calming or what action is needed.

All three departments play an important role in this program:

- CNR coordinates the program and lends items through the neighborhood resource centers.
- The police department responds and addresses the citizens making the complaint.
- Transportation takes the traffic calming interest form and decides what study or action is needed.

With the three departments working together staff can help citizens find a solution. Last year the speed awareness program received 116 requests and deployed 116 trailers. Approximately 35 requests went to the police department and less than 15 went to traffic engineering. The program is having an impact.

Commissioner Hill stated he had some Step One activity in his neighborhood the past year. It was effective and he thinks the program is well thought out and works well.

Chairman Melnychenko asked when there is a problem with speed on streets that integrate with other cities; does Scottsdale work with the other cities to help solve the problem. Mr. Wall stated that would go to either traffic engineering or police department, as most border streets are larger than neighborhood streets. Mr. Wall stated he typically deals with two-lane 25 mile per hour streets. One exception is Continental in the southern part of Scottsdale. There was a request to put a speed trailer and it could only be put on the north side of the street because the south side of the street is in Tempe. Chairman Melnychenko stated when signs are put out people usually slow down to read them. Mr. Wall agreed and stated after 30 days they can get different signs; so people slow down to read the new message.

Vice Chair Gilliland asked what process is in place for the larger volume streets beyond the neighborhood plan. Mr. Little stated generally speaking the best way to do traffic calming in neighborhoods is to make the larger classification streets more efficient in handling traffic. Traffic calming is not used on major collectors, minor arterials or arterial expressways etc. Mr. Little gave the examples of Thomas Road and Chaparral Road that connect to the Freeway. Residents are concerned about traffic speed and traffic volumes. They want motorists in their neighborhoods to drive reasonably and prudently. Photo enforcement is used on both Thomas and Chaparral between Miller and Hayden. Stamped pavement has been put in the median on Chaparral and will be on Thomas also. It does not necessarily slow the traffic, but creates an awareness of better driving habits in neighborhoods. We also augment with signs. A sign on Thomas Road states you are entering a residential area. Structural barriers will not be installed on larger roads because we do not want traffic to cut through neighborhoods.

Vice Chair Gilliland asked if phone calls about concerns or complaints on major streets should go directly to the police department instead of Mr. Wall. Mr. Little stated no matter whom you call, where you live or your issue, staff works to make sure your phone call gets to the right person. Departments are always working together to make sure people get the help they need.

Mr. Little stated at the Wednesday, January 14 City Council meeting, the council considered an election to provide additional funding for acquisition of land for the preserve and public safety. If the public safety question is on the ballot and approved by voters, there will be additional funds dedicated for traffic enforcement to support this program. Voters will decide in May.

Vice Chair Gilliland asked if that also addresses the 101 enforcement issues and is there currently a stance on that issue. Mr. Little stated on Wednesday, January 14, the City Manager and Mr. Little met with Victor Mendez, state department director of transportation. The meeting was specifically about traffic safety on Loop 101. Phil Kercher and his staff in traffic engineering have developed a number of ideas to work on jointly with the Department of Public Safety (DPS), and Arizona Department Of Transportation (ADOT) to contribute to safety on the 101. Mr. Mendez was anxious to hear our ideas, so will schedule a meeting between the City, DPS and ADOT. In the meantime Chief Rodbell and the traffic enforcement staff in the police department continue to provide support to DPS on the 101 to get drivers to comply with speed limits. The legislature is now in session and Mr. Little thinks citizens will see initiatives to improve safety on the freeway.

Chairman Melnychenko requested the Commission be updated periodically on this important issue going on the ballot. Mr. Little agreed.

## **8. CITIZEN SURVEY**

Mr. Meinhart gave a brief summary on the results of the 2003 Citizen Survey. This overview focuses on transportation related questions and comparisons to other communities around the region and country. This was a random mail-in survey, with a letter sent in advance of the survey from the City Manager asking citizens to participate. The survey was developed by the International City and County Management Association and used in over 300 cities across the country.

In September 2003 the survey was mailed out to 3,000 homes. There were almost 1,000 surveys returned by October 20. For this type of survey 25% to 40% is typical, this was about a 38% return. There were four rating options for the questions. Instead of the typical two positives and two negatives being very good, good, poor and very poor, the survey focused on three positives and one negative, those being excellent, good, fair and poor.

Some response scoring was done as percentages. Most were computed on a hundred point scale where each response got 0 for poor, 33 for fair, 67 for good and 100 for excellent. The individual scores were added and then divided by the total number of responses to get an average score. A score of 50 would fall between fair and good and would be considered a median type of score. In typical grading, a 'C' is usually about a 70 score, in this case a 'C' would be about a 50. The 'don't know' responses were not factored into the scoring. The way the results are reported in the survey shows a comparison to norms on a national and a regional basis. Roughly 25% of the cities that participate in the survey are in the southwest, including Chandler, Gilbert, Mesa and Phoenix. The data is also tabulated on a number of demographic factors including location, length of residency, income, age, gender and education.

The three geographic areas in Scottsdale surveyed were:

1. The southern area from Indian Bend south with 81,000 residents
2. The central area from Indian Bend to the Central Arizona Project Canal with 76,000 residents
3. The northern area from the Central Arizona Project Canal north with 46,000 residents

The information collected from these surveys can be compared to other communities. One of the questions asked was what you consider major problems in Scottsdale. Traffic congestion and growth were right at the top, significantly higher than drugs, taxes, juvenile delinquency, noise issues and crime. This is pretty consistent with past surveys. The City has typically done surveys on an annual basis tailored just to Scottsdale. Therefore a direct comparison between previous data and this particular survey cannot be made, but it is clear growth and traffic are very important issues to our citizens.

The results on transportation and traffic access and mobility:

- Ease of car travel scored about a 50, right around normal compared to the national and regional levels.
- The bus travel score was 26. That is far below the norms on national and regional levels; one of the reasons may be that a large percentage answered 'don't know'. Close to 60% responded they have no opinion on the city's bus service.
- Traveling by bike is around the norm with the percentiles a little below the national and regional averages.
- Ease of walking is well above the national and regional averages.

On quality of transportation services:

- Street repair scored above the regional and national levels.
- Street cleaning is above the regional and national norms.
- Sidewalk maintenance is well above the regional and national levels.
- Signal timing is near the norm; the southwest is lower than the national level.
- Public parking availability is very good.
- Bus and transit services did not rate very well.

On the typical method used to commute:

- 81% of people drive alone
- 12% carpool
- 5% work at home
- 1% each use transit or walk

Mr. Meinhart stated according to some transportation related surveys done in the past there is some growth in the number of people carpooling and working at home. Walking and transit seem to be holding steady over the last five or six years.

On annual bus usage a large number of people answered 'don't know' to this question. Of the 60% of those who did respond, 89% stated they had never ridden a bus in the City of Scottsdale. About 3% appear to be core riders who use the bus at least twice a month; another 8% use the bus once in a while. This is an area that we will be trying to improve.

Demographic information was provided in the survey to more fully analyze the results on ease of car travel, bus travel, bike travel and walking. A table summarizing the affects of home location, length of residency, income level, age, level of education was reviewed.

- **Ease of car travel** -- Location, income and education did not have an impact; citizens who have lived here five years or less are more supportive of the transportation system; ratings did drop off with age.
- **Ease of bus travel** -- There is more support for the system in the southern part of town, for people with a shorter length of residency, and citizens under 25 and over 74. There was less support when income levels were over \$50,000 or if citizens had diplomas or college degrees.
- **Ease of bike travel** -- No impact from length of residency or income level. There was less satisfaction with the bike system in the northern part of the city; people under 35 and less educated are more satisfied with the bike system.
- **Ease of walking** -- Location, residency and income did not have an impact. Less people in the 35 to 44 age range are satisfied with the system; support drops off the greater the education level.
- **Traffic congestion** -- It is considered a significant issue citywide. Length of residency did seem to have an impact, income had no effect; there was a significant drop in satisfaction with citizens over 35 years of age and the more educated.
- **Signal timing** -- None of the demographics had an affect on satisfaction with signal timing.
- **Bus usage** -- The further north you went, the less satisfaction with the service, most noticeable was in the far north area. Not much change until length of residency went over 20 years; usage took a significant drop when income went over \$50,000 and more educated; there was no impact with age.
- **Bus service** -- It was rated the worst in the central area; residency was a factor with support shortening over time; income a small factor; support was much stronger for those under 25; and citizens with Bachelor's degrees and above were more dissatisfied with the service.
- **Gender** -- Did not seem to be a factor on any of the categories.

Summary:

- Growth and congestion continue to be our residents' biggest concerns.
- We excel at maintenance and parking, about average on signal timing and fall below average on bus service.
- More recent residents are more satisfied with the transportation system than longer-term residents.
- Bus usage by professional level workers is very limited.
- Everyone does have an opinion on traffic signals; only 1% answered 'I don't know'.

Chairman Melnychenko stated the correlation was interesting between a lot of the data and the graphics. One of the major problems is congestion, but 81% of citizens who commute drive alone; 89% of citizens surveyed have never ridden a bus. It all ties together. Mr. Meinhart said this does help to identify where our efforts need to be focused over the next few years. This is good data to have as we start the next work plan for the Commission. It is also good to have the comparisons to the other communities to put things in perspective.

Commissioner Davis asked if it seems that residents who have not been here as long are more satisfied maybe that's an indicator things are on the decline in terms of level of service. Maybe someone that has been here 10 years remembers what it was like 10 years ago when our population was much less. Mr. Meinhart stated that's a possibility. Looking at it from a very short-term perspective, the freeway put in on our perimeter and going through the northern part of our city has certainly made our arterial roads, especially Hayden and Scottsdale, a lot better than they were five years ago. Our system is definitely functioning at a higher level right now on the surface system than it was five years ago. In general newer residents are only seeing the benefits of the freeway system while residents that have been here longer remember when Hayden Road at Indian Bend Road, especially during spring training season, was always backed up.



## **9. COMMISSIONER COMMENTS**

Commissioner Johnson asked what the budget is for the Cab Connection program for 2004. Ms. Korf stated the budget for Cab Connection for fiscal year '04 is \$300,000. Staff expects all of the \$300,000 will be spent.

Commissioner Johnson stated the number of citizens using the program has increased by 518 participants and asked if this number can increase more than that per year. Ms. Korf stated it is simply an indication of how many new applications are received each year. Commissioner Johnson asked if the number of applicants remains steady are there are plans to increase the expenditures. Ms. Korf anticipates the budget for FY '05 will remain at \$300,000.

On behalf of the Commission, Chairman Melnychenko congratulated John Little and Michelle Korf on their move to the Downtown Revitalization Department and thanked them for the excellent work they've done for the Transportation Department, the City and the Commission.

## **10. GENERAL MANAGER COMMENTS**

Mr. Little commented it has been an honor to serve the City in his role as Transportation General Manager and working with the Commission. He stated it has been a challenging assignment and that Transportation is a highly talented team that will sustain the City and support the Commission for many years. Mr. Meinhart will move into the role of Transportation Planning Director to replace Ms. Korf.

Mr. Little added that Madeline Clemann, Parking Program Manager, would also be part of the Downtown Revitalization Department, which will deal with parking, transportation, downtown circulation, and other issues.

Mr. Little stated that transportation is a key component to revitalizing downtown and will be working closely with Transportation staff and the Commission. He suggested that the new Downtown Group be invited to report to the Commission on circulation downtown and the role it plays in revitalization

Mr. Little announced that his successor, Mary O'Connor, currently the Public Works Department Manager for the City of Tempe has years of experience and is a very talented, delightful, professional manager. Paul Porell, the new Traffic Engineering Director has 31 years in traffic engineering, and is an experienced manager and real professional. Ms. O'Connor and Mr. Porell will be invited to attend the February commission meeting.

## **11. ADJOURNMENT**

**COMMISSIONER JOHNSON MOTIONED TO ADJOURN AT 7:19 P.M. COMMISSIONER DAVIS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY 6-0.**

Respectfully submitted,

Harriett Fortner  
Recording Secretary